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THE

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MARYLAND GAZETTE.

FRIDAY, AUGUST 25, 1780.

MARTINICO, June 13.

An account of the three engagements on the 17th of April, and the 13th and 19th of May, between our fleet, commanded by M. the count de Guichen, and that of the English, under the command of Admiral Rodney.

THE king's fleet sailed from Fort-Royal on the 13th of April, consisting of 25 ships of the line, 4 frigates, 2 advice boats, and a cutter; the marquis de Bouille embarked on board the Couronne, to concert with the count de Guichen, on the operations which circumstances might give rise to, and for which 4000 French forces had been put on board. The first signal was to get to windward of this island, through the channel of Dominique, and to provoke the enemy to battle. The calms, currents, and winds, prevented us from getting through the channel, till the 15th in the evening, when the frigate Iphigénie made a signal, that the English fleet was to windward; our van rallied in the night; the 16th was spent in different manœuvres, to collect into the body of the fleet, those ships, which by calms or currents had fallen to leeward, to get into the line of battle, and to work up, in order to approach the enemy's fleet, which was a league to windward. The count de Sade, commander of the white and blue squadron, who formed the van in natural order, and the count de Grasse, who commanded the blue squadron, were charged with the manœuvres of their division. The frigates were ordered to work up to windward as far as they could in the night, in order to observe the enemy's motions. At nine o'clock the Couronne made a signal, that the English fleet was making for our rear, the general made us tack about immediately, with the tacks to larboard, like the enemy. As soon as they perceived this manœuvre, they again took their starboard tacks on board. Soon after, we saw their fleet in order of battle close to the wind, at the distance of three cannon shot to windward. The 17th from day light we were making manœuvres, corresponding with those of the enemy. The vigilance of our general, rendered all their artifices useless. The two fleets were then nine leagues west of the south end of Dominique. At a quarter past one o'clock, the action began in the van, and soon became general; we were then on the starboard tack in an inverted order, the blue squadron forming the van. At three quarters after one, the van ship of admiral Rodney, having come up, and all the ships of his rear successively, we judged that his design was to cut up our rear, and cut it off, in case our centre continued to make fail to cut off his van, which fought edging away from us. The count de Guichen could not doubt of it, when he saw the English admiral himself with his forelieu block, come up followed by 7 ships, he soon made the signal to tack luff for luff in order to cut him off; but scarce was this movement begun, when Mr. Rodney and the ships with him, went again upon their former tacks, which obliged us to get into the line of battle again on the starboard tack. The French undoubtedly prevented our rear from seeing the last signal of counter orders, and the following one, since having obeyed the signal of tacking luff for luff, continued for some time to run upon the other tack. The greater part of the ships of the van were fallen to leeward, by observing the signal. The count de Guichen, in order to reform the line of battle readily, made the signal for re-forming their posts; but before it was formed again, the English who had tacked their lower line, and kept close with the wind under the lee of the Pendant, the Couronne, the Palmier, and the Indien, had advanced very much to the windward, when the Robuste and Sphinx, having presently put about, placed themselves in front of the Pendant, in the room of those which had fallen to leeward.

It appeared from the enemy's manœuvres, that their design was to attack only the weakest parts of our line; they had formed several knots of their strongest ships, who kept as much as possible opposite to our sixty-four. The Princess Royal, of 90 guns, declined engaging the Robuste, and turned all her force against the

Arcton, one of our weakest ships, who did her a great deal more mischief than she received. Admiral Rodney himself lay but a very short time along side of the Couronne, and all his manœuvres made us believe that he was afraid of the approach of our centre; he and his two companions seemed determined on engaging the Destin and Vengeur, who received him as an admiral, and complimented him with the briskest firing.

At the instant the battle was most lively, we thought we saw a great deal of confusion on board the Sandwich, it appeared to us that admiral Rodney's flag had been taken down, and that he was going into another ship; we were not mistaken, some time after we saw his flag hoisted on board the Conqueror; we judged at the time, that the Sandwich had received considerable damage, and it has since been confirmed by the accounts of the English themselves. At the same instant, one of her topmasts fell down, fire appeared on board, and the shots she had received between wind and water, endangered her sinking. All the other vessels of their fleet, were a good deal worse treated than ours, in their masts and rigging; but the lateness of the day, and the advantage of the wind, which they had preserved, favoured their retreat, and prevented us from completing the victory.

The 18th we were employed in repairing, and the 19th having no knowledge of the enemy, we were ordered for Gaudaloupe, which was very near, where we landed our sick and wounded without anchoring. The 20th, at day break, the English appeared in the S. S. W. at about 5 leagues distance the general ordered immediately the boats on board, and we manœvred in order to preserve the wind. The 21st at 8 in the morning, we saw them S. S. W. Our fleet made several tacks in order to keep to windward; at half past three, our van began to feel the effects of a calm. The count de Guichen made a signal to tack, which the Solitani could not bring in a flat calm. The English fleet bearing down upon her, by means of a breeze at S. W. we tacked again in order to protect her, and joined her at 8 in the evening. The English who were not more than a guns shot distant, went away immediately. This day gave them the advantage of the wind. The 22d at 7 in the morning, we saw them in the horizon; at 8 o'clock they were out of sight. Our general having then no longer any hopes of gaining the wind in this position, assembled all the general officers, to take their opinions; it was determined to fall away.

The 23d of May at 10 in the morning, we were at the entrance of the channel of St. Lucia, the Ceres frigate who had been out to reconnoitre, made the signal for seeing them in the S. W. from this to the 15th the end of all our manœuvres was to keep the wind, to draw the enemy to windward off Martinico, to avail ourselves of their mistakes and to fight them with advantage; the manœuvres of admiral Rodney, on the contrary, seemed to get to windward and avoid fighting. Whenever we came near him, he advanced his van, and formed the line of battle, on the opposite tack to ours, but always in such a manner, that when we were within a gun shot and a half, there was not daylight enough to engage. In the night he ran large, so that the next day we were obliged to make as long a manœuvre, without being more advanced, or if we were too much to the south, the whole day was spent in running to the north, and the English who would not seem to avoid us, went upon the same tack. While we admire the masterly manœuvres of our general, we cannot restrain ourselves from doing justice to those of admiral Rodney, which were all well conceived and dextrously executed except one, of which we should have taken the advantage, had it not been for a calm in the critical minute.

At two o'clock in the afternoon of the 15th, we had almost joined the enemy's van, when the wind shifted to the south, with gusts, which obliged us to shut our lower ports. The English, desirous of rendering this change advantageous to them, by gaining the wind, tacked their rear by countermarch, which obliged us to tack checkermatch. But at five o'clock the wind having returned to S. E. the count made a signal for

re-tacking and forming the line, with the tacks to leeward, in natural order, without having any regard to their ports, because the change of wind had deranged the checker. This order of battle was very well formed, and presented a front to the enemy which forced them to advance by a successive motion, in order to extend us to the leeward. The action began at seven in the evening, the van ship of the enemy being only within a quarter of a gun shot; it lasted only an hour. Our general ordered the vessels before him to tack about by countermarch with the wind ahead, in order to file off a second time on the enemies, in case they should offer to charge our rear on our putting about, but having perceived this manœuvre, they failed off, fearing no doubt of a night engagement, and thus we preserved the advantage of the wind. The English ran all night on the opposite tack to ours.

On the 16th at day break, we could scarce observe some of their frigates, by whose manœuvres we found that their fleet was to leeward, and was making for one of their colonies. Our general took immediately the head of the royal fleet, and about six o'clock P. M. he arrived to W. in the order of march of convoys, all his ships being formed in one line. Between eleven and twelve in the night the frigates of our van gave signal of the enemy, who immediately shifted their tacks to the larboard side. At twelve we saw them a league from us to leeward. The 17th and 18th were employed in manœuvres equally masterly on both sides, ours tending always to bring on an engagement, and those of the English to avoid it, without dishonouring the British flag, by an evident flight. On the 19th, admiral de Guichen seeing that the enemy's fleet, which was a little to leeward of us, kept close to the wind with crooked sails, in order to get to our windward, gave orders to tack about, and came to an order of battle, with the tacks to leeward in an inverted order, in order to attack the English with opposite sides. About half an hour past two the enemy being too far engaged to decline the battle, our general made signal to the king's fleet, to use all their efforts against the van of the English, as soon as our van ship should have got above theirs. The action began at a quarter past three. Admiral Rodney advancing to pass to our leeward, the whole line fired immediately: at four o'clock our van ships having fallen much to leeward, in order to fight closer, and the others having followed them, the general made them a signal to keep the wind, to rally and form checkermatch, that the whole fleet might be to the windward of the enemy, in case they should tack about to fall on our rear. At three quarters past four several of our ships having tacked about, and falling with crooked sails on the weakest of ours, who maintained the fight, our main body came again to the order of battle, with the tacks to windward. The blue squadron followed the same manœuvre, and posted themselves in a line with the main body; and the white and blue continued in its same direction to take the rear of the line: this movement was scarce executed, than nine English ships, which had already tacked about hastened to rally and join their main body.

At half after five, our fleet presented itself again in good order, wishing ardently for the combat, but the day was too far advanced, and it was impossible to re-engage the action. The two armies passed the night within a gun shot and a half from one another, we waited with the greatest impatience for the moment when we could complete the defeat of the enemies; but they were too sensible of the superiority which the two former engagements and the indefatigable ardour of our crews gave us over them. On the 20th at day break they ran large with small sails. The morning was employed in giving the general an account of the situation of all the ships. At 12 he made a signal to come to an order of battle, but the English having put to the opposite side, and our fleet having only three days water, it was not thought fit to pursue them, and at half past three P. M. they disappeared.

On the 21st at seven in the morning, we made for Fort Royal, where we arrived on the 22d,

some of our ships had been somewhat damaged in their masts and rigging, but much less than those of the enemy, and especially, those which put in the carnage of St. Lucia to rest. No ship of ours has received any damage in the action of the 15th, whilst the van of the English suffered considerably; they had 21 ships in the first action, and 22 in the two last ones, having been reinforced by the *Triumph* of 74, a two decked ship, and a superior number of seventy-fours, gave them the advantage of strength. Our fleet was composed in the three actions of 22 ships of war, the *Dauphin Royal* which joined after that of the 17th of April, added nothing to our number, because the *Triton* not having stability enough to be able to make use of her lower battery with the advantage of the wind, was not put in line in the last actions.

The captains of ships, the commanding officers of corps, the officers of the marine and land forces, all animated with the same spirit and sentiments, have all equally contributed to the glory of the king's arms: there is no one but has filled the duties of his station as becomes an excellent officer: the soldiers and sailors, filled with a noble emulation, have strove to give constant proofs of firmness and bravery in the three actions. But the misfortunes that attend war, always embitter the public joy by losses which the greatest advantages cannot repair. Our country cannot enjoy her triumphs without a mixture of sorrow, when the most noble subjects as the eldest son of Mr. de Guichen, a lieutenant of the royal navy, and the comte de Seguin, colonel of the regiment of Martinique: those two officers possess in an eminent degree the virtues and the talents of their profession. Although we regret them in a particular manner, we are not insensible to the loss of the land and sea officers, and so many other brave men who died in the support of the honour of the French flag; it amounts to 13 men in the marine, and 39 in the land forces; the number of the wounded is about 500.

If the English were really possess of that sincerity which they affect, they would frankly acknowledge that in the only action of the 17th of April, they have lost more men than we have in the three battles; they would plainly say that they expected to find in our royal marine a less intrepid and active adversary, they would acknowledge that the king's fleet was always disposed to fight them, and that notwithstanding the movements which they have made to save the honour of the British flag; they have in fact never accepted our gallant invitations, but when they have been forced to it by their position and the superiority of our manœuvres, they would above all things do justice to the superior talents of our commander. But these acknowledgments would cost their pride too dear; it is enough that they be conscious of what they have not the generosity to own.

CHATHAM, Aug. 9.

Certain intelligence having been received, that Sir Henry Clinton had embarked the principal part of his force, and had proceeded to Huntington bay, on his way to Rhode-Island, to make a combined attack upon the fleet and army of our allies now there, his excellency general Washington marched from his camp at Prackness the 29th of July, and crossed the North river the 31st, where a junction was formed with the troops under the command of major-general Howe. His excellency had resolved, in case the enemy should continue their course to Rhode-Island, to march immediately to New-York and attack it. All the necessary preparations were made for this purpose, when intelligence arrived, that the enemy had put back the 31st instant. It is to be regretted, that they did not go on with their intended expedition, as our allies were well prepared to receive them, and they could have met with nothing but disgrace and defeat in that quarter; while in this we had every reason to expect, from the number and spirit of our troops, the most decisive and glorious success. Sir Henry no doubt relinquished his project, in consequence of this movement of our army; and it must be confessed, that he abandoned it with much more prudence than he undertook it. The object for which the army crossed the river having ceased, the whole recrossed the 4th instant, and are marching towards Dobb's ferry, in prosecution of the original plan formed for the campaign.

The following, we are told, are the vessels that composed admiral Graves's squadron, viz. the *London*, *Bedford*, *Royal Oak*, *Prudent*, *America*, and *Shrewsbury*, with the *Amphetrite* frigate.

Last week a party from Staten-Island took off doctor Bloomfield, of Woodbridge.

Last week a party of our troops took, near the English neighbourhood, four of the enemy's light horse, and killed one of their riders.

PHILADELPHIA, Aug. 13.

Last Sunday was sent into this river, by the privateers *Fair American*, *Holker*, and *Enterprise*, the *Mercury* packet, captain Dillon, in seven weeks and four days from Falmouth, in which came passengers, captain Campbell of the 44th regt. captain Mure of the 82d, captain Lyman of the Prince of Wales's regt. captain Murray of Wentworth's dragoons, captain Wallop of Knyphausen's regt. and captain Landen, of a letter of marque, with Mrs. Griffiths and Mrs. Anderson and three servants.

To be Sold at the Printing-Office,

L A W S M A R Y L A N D, Passed last Session of ASSEMBLY.

Forest of Prince-George's, August 17, 1780.

RAN away this morning from the subscriber, near the Brick Church, a negro man named *CESAR*, about 25 years of age, five feet 6 inches high, or thereabouts, a likely lively black fellow, an imported negro, but speaks very good English, boasts much of his family in his own country, it being a common saying with him, that he is no common negro, and is a very remarkable mimic; he has been accustomed to go by water, and will perhaps endeavour to get on board some vessel; has nothing on but a jacket and breeches of country cloth kersey weave, very much worn, the breeches particularly almost rags, no hat nor shirt that I know of. Any person bringing the said negro to the subscriber, or securing him so that I get him again, shall be handsomely rewarded for their trouble. All masters of vessels are requested to stop him if he offers himself to them.

RALPH FORSTER.

He has short pinched up feet, as if his toes had been cramped by wearing shoes too small, and steps short, as if he was a little lamed thereby.

ONE THOUSAND DOLLARS REWARD.

Prince-George's county, Aug. 12, 1780.

RAN away from the subscriber, living near Rock-Creek church, a negro man named *CYRUS*, about 24 years of age, rather slow, both in his speech and walk, though very active when he chooses to exert himself; he is a stout likely fellow, near six feet high, was born in Talbot county, and may attempt to travel thither; it is also highly probable he may try to pass for a free man, and get on board some vessel at Baltimore or Annapolis. He had on and took with him, when he went away, a blue broad-cloth coat which had been formerly an uniform, lined and faced with buff, but the buff facing has been taken off, and blue substituted, (which may readily be seen by a little examination) has inside pockets and yellow buttons, a scarlet waistcoat with gold basket buttons, one brown frize waistcoat with a belt, a straw hat, an old white shirt, and a black silk stock, besides his other coarse cloathing.

Whoever takes up and secures the said negro, so that I get him again, shall, if taken within 20 miles from home, receive 150 dollars, if 40 miles 400 dollars, if 60 miles 600 dollars, if 80 miles 800 dollars, and if 100 miles, or upwards, the above reward, besides reasonable expences if brought home.

6w JOHN THOMAS BOUCHER.

N. B. All matters of vessels are forewarned from taking him off at their peril.

ALL officers of the Maryland line, and all soldiers belonging to the continental army, who are within this state, are ordered to repair immediately to the places herein mentioned; those on the eastern shore to Chester-town, and those on the western to this city.

U. FORREST, Lieut. col.
And commanding officer.

WHEREAS I made over a tract of land, lying in Little Choptank river, in Dorchester county, to William Steele, for which I received his bond, which he never discharged, and who since died insolvent; I therefore do give this public notice, that I intend to petition the general assembly for an act to pass, confirming my title to the said tract of land.

ws ROBERT WILSON.

August 14, 1780.
TWO THOUSAND DOLLARS REWARD.
For apprehending two MULATTOES, one named *DICK*, and the other *JACK SMITH*.

D*DICK* is about 17 or 19 years of age, has a scar by one of his eyes, had on a country linen coat, a blue worsted damask jacket, Irish linen shirt, with a large patch on the left part, a pair of country made breeches, similar to Russia drab, a pair of country trousers, a pair of shoes with buckle straps, and a straw hat covered with tow; he is the property of doctor Warfield. *JACK SMITH* is about 26 years of age, 5 feet 8 or 9 inches high, a set likely fellow, wears his hair neatly combed up; had on and took with him an old broad-cloth coat very dirty, a brown ditto, white country jacket, a pair of breeches, a pair of old spotted velvet ditto, country linen shirts, a pair of crooked trousers, an old felt hat, and a pair of old shoes with buckles; he is the property of James Howard. As they are artful chaps, it is more than probable that they will change their cloaths. I conjecture that they will make either to more-town or Annapolis, and that their intention is either to enlist as soldiers, or endeavour to get on board some vessel that is bound for one of the above places, to some of the islands as they are exceedingly artful and plausible, there is no doubt but they will exert every artifice that they are possessed of, to induce that they converse with to believe that they are not slaves. Whoever will apprehend them, and lodge them in any gaol, so that they may be got, shall have one thousand dollars for each, and it brought to their masters, in the part of Anne-Arundel county, the above reward and reasonable travelling charges paid by *CHARLES ALEXANDER WARFIELD*, *JAMES HOWARD*.

Frederick county, Maryland.
WHEREAS the subscriber obtained a warrant out of the land-office in the year 1763, which warrant was executed, and certificate returned to the land-office, by the name of Hill in the Middle, agreeable to the rule and practice of said office, and all other requisites complied with; but before the issuing of a patent, he was under the necessity of bringing an action of trespass and ejectment, which is now depending in the general court; he is therefore to give public notice, that after he shall have been advertised eight weeks, he intends to apply to the general assembly for an act to pass, to direct the register of the land-office to issue a patent, or to enable him to prosecute the said suit, in as good and ample a manner as the said patent had issued.

sw 6 JOHN TRAMMELL.

NOTICE is hereby given, that the subscriber intends to apply to the general assembly of the state of Maryland, to pass an act for recording and enrolling a deed of bargain and sale from John Starkey, lately deceased, to Joshua Donoho, for conveying and assuring that tract or parcel of land lying in Cecil county, called *Worth Little* which said dead has been recorded and enrolled, agreeable to the laws of this state.

ws 6 JONATHAN BOOTH.

Charles county, April 17, 1780.
IHAVE in my custody, committed to me, a negro man who calls himself *Dick*, and says he belongs to Mr. James Lloyd of James river; he says he is about twenty years of age, he is a middle sized fellow, remarkably black, and speaks good English; when delivered to me, a striped country cloth jacket and breeches, country linen shirt, one pair white yarn hose, and one pair black coloured mixed yarn ditto, a pair of old shoes and an old country cotton cap. His master desired to pay charges and take him away.

12 X BENJAMIN CAWOOD, bail.

Annapolis, July 27, 1780.
WATCH, about the ninth instant, a fine inside pinchbeck, maker's name Jonathan (abridged) Beake. A reward of 100 pounds will be given to any person who will bring the watch to the subscriber. If offered to be sold, it is requested that it may be stopped.

3 X A. GOLDS.